



Airworthiness Directive

AD No.: 2021-0023

Issued: 19 January 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 350 and AS 355 helicopters

Effective Date: 02 February 2021

TCDS Number(s): EASA.R.008 and EASA.R.146

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2020-0217-E dated 06 October 2020.

ATA 25 – Equipment / Furnishings – Cyclic Stick Grip UP/DOWN Hoist Control Switch – Modification

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:

AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2 and AS 350 D helicopters, all serial numbers (s/n), except those that have embodied AH modification (MOD) MC20096; and

AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all s/n, except those that have embodied MOD MC20096.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: UP/DOWN switches for rescue hoist control, installed on DUNLOP cyclic stick grips, having Part Number AC66444.

The applicable ASB: AH AS350 Emergency Alert Service Bulletin (ASB) 01.00.72 and AS355 ASB 01.00.58, as applicable (single document).

The applicable modification ASB: AH ASB AS350-25.04.46 and ASB AS355-25.01.33, as applicable.



Groups: Group 1 helicopters are those that have an affected part and a rescue hoist installed.
Group 2 helicopters are those that are not Group 1 helicopters.

Reason:

A occurrence was reported of unintended release of the rescue hoist hook on an AS 350 B2 helicopter during a ground check. The operator was using the affected part, when the hoist's electrically-actuated cable cutter function was activated.

This condition, if not corrected, could lead to further events of inadvertent activation of the rescue hoist cable cutter function and consequent detachment of an external load or person from the helicopter hoist, possibly resulting in personal injury, or injury to persons on the ground.

To address this potential unsafe condition, AH published the applicable ASB to introduce an operational limitation. Consequently, EASA issued Emergency AD 2020-0217-E, requiring installation of a dedicated placard in the cockpit, prohibiting the in-flight use of the affected part, and mandating to amend the applicable Rotorcraft Flight Manual (RFM) accordingly.

Since that AD was issued, AH developed MOD MC20096 and published the applicable modification ASB, providing instructions to modify the electrical wiring of the hoist control.

For the reason described above, this AD retains the requirements of EASA Emergency AD 2020-0217-E, which is superseded, and requires modification of the electrical wiring of the hoist control. This AD also requires, following modification, the removal of the RFM change and placard as previously required by EASA AD 2020-0217-E.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Placard Installation / RFM Amendment:

- (1) For Group 1 helicopters: Before next hoist operation after 08 October 2020 [the effective date of EASA Emergency AD 2020-0217-E], install a placard on the instrument panel, in clear view of the pilot, in accordance with the instructions of paragraph 3.B of the applicable ASB, and amend the applicable RFM in accordance with the instructions of paragraph 1.E of the applicable ASB, inform all flight crews and, thereafter, operate the helicopter accordingly.

Modification:

- (2) For Group 1 helicopters: Within 165 flight hours or 13 months, whichever occurs first after the effective date of this AD, modify the affected helicopter in accordance with the instructions of paragraph 3.B of the applicable modification ASB.
- (3) Concurrently with modification of a helicopter as required by paragraph (2) of this AD, remove the placard and the RFM amendment, installed as previously required by paragraph (1) of this AD, from the helicopter, inform all flight crews and, thereafter, operate the helicopter accordingly.



Parts Installation:

- (4) For Group 2 helicopters: From the effective date of this AD, it is allowed to modify a helicopter into a Group 1 helicopter, provided that, concurrently with that modification, the helicopter is modified in accordance with the instructions of paragraph 3.B of the applicable modification ASB.

Ref. Publications:

AH AS350 Emergency ASB 01.00.72 and AS355 ASB 01.00.58 (single document) original issue dated 01 October 2020 and Revision 1 dated 06 January 2021.

AH ASB AS350-25.04.46 original issue dated 06 January 2021.

AH ASB AS355-25.01.33 original issue dated 06 January 2021.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
Telephone: +33 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66,
Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management.
E-mail: technicalsupport.helicopters@airbus.com.

